THE BLOOMFIELD CITIZEN.

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The Bloomfield Citizen.

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CORRESPONDENCE.

Bloomfield's Policy--What Shall It Be?

Shall we Incorporate? Shall we Bond the Town? Shall we have Good Roads? Shall we have Public Improvements with an Economical Expenditure of Money? Shall we Attract Desirable Residents from the Overflowing Cities to our Town?

Let us incorporate, and yet—there is so much of misconception and misunderstanding existing in reference to the new law regarding incorporation, regardless of the fact that the law itself is very plain, as well as the opinion of both Mr. Richards and Mr. Barrett at the public meeting held last week, that it may be advisable for us to see under what government we now live and whether the incorporation would make radical changes or not.

We are governed now by a committee of five whose principal business is to spend the money appropriated by the people for a specific object, with the exception of the contingent fund, which is generally limited in amount and judged in advance by custom, to pay certain salaries that consume the greater part.

Under present laws the Township Committee have no right to materially change the lines and grades of streets and avenues if objection is made thereto. No right to open a street until certain red tape formalities have been gone through with, and instances could be given where the loss taken one to two years.

They have no right (legally) to grade and macadamize the roadways as they have done on Belleville avenue and Broad street.

They have no right (legally) to lay the sewers as they have done, but as the district objected to these very beneficial improvements, they have been made in this manner for many years.

Now, the new law (if adopted) does away with the manner of this work, but not necessarily the result.

Now what authority would the new council have other than the appointment of officers?

Sec. 62. Council may pass ordinances appropriating and providing for raising by taxation moneys for the following purposes:

I. For lighting the streets of the town.

II. For the support of the Police Department.

III. For the maintenance of the Fire Department.

IV. For regulating, cleaning and repairing streets and highways.

V. For repairs to public buildings.

VI. For the relief of the poor.

VII. For water for the extinguishment of fires.

VIII. For the payment of interest on debt of the town and such part of the principal as shall from time to time become due and payable.

IX. For the Sinking Fund required by law.

X. For the general and incidental expenses of the town, including the printing and publication of minutes of Committee meetings and other such documents required by law to be published.

XI. For the support of the public schools, no other appropriations to be made or ordered for any other purpose except by a majority of the legal voters of the town voting at an annual election.

Sec. 63. Council may provide for lighting streets.

Sec. 64. Council may provide for repairing.

By this method the Council appropriates to be raised by taxation some of the people, but history shows that invariably the recommendations of the Township Committees of the past have been adopted. As regard to the monies raised for school purposes as controlled by the School Trustees.

I am in favor of the men (for it is understood that there will be four wards representing the different sections of the township) the raising and spending of money that is now virtually left to five men, all of whom might be from one particular section.

There are many who think it would be. The thought is in the minds of many prominent men of our town, that some method must be adopted soon for the establishment of lines and grade of the township roads and streets, for the extension of the system of macadamized roads and a complete sewerage system. This brings us to that section which is the most misunderstood, which reads as follows:

Sec. 73. The Council may issue bonds payable in not exceeding ten years and bearing interest at not exceeding six per cent to raise moneys to pay for lands taken for opening or extending or widening streets, constructing roads, or building sewers, paying judgement recovered against the town, or for the redemption of improvement certificates issued under this act.

It is contended by some that this puts in the hands of the Council (no matter who they are or when they may be in office, the power) to put an immense debt on the township.

It is admitted by those who have examined into this section that nine-tenths of the bonded debt would come from "opening and improving streets" and "new sewers," the bonds being issued in advance of the collection of assessments in order to raise money to pay the contractors. Now how will this debt be eventually extinguished?

We read in

Sec. 71. The cost and expenses of opening or improving streets, building sewers or other public improvements having been assertained by the commisioners shall be assessed upon the lands benefited; if the total costs exceed the total benefits to particular parcels of land, the excess shall be borne and paid by the town at large; the commissioners shall file a map showing land benefited and amount assessed as special benefits, on each parcel and the excess of the cost over the total amount assessed; the Council will consider objections on a day fixed to said assessments; the Council may affirm such assessments or return it to the commissioners for correction; assessments confirmed shall constitute a lien upon the property asssessed.

The credit of the Township of Bloomfield is certainly as good as East Orange which has just borrowed money on her street improvement bonds at 3½ per cent. Now all unpaid assessments carry 7 per cent. Not a bad investment, if the assessments wipe out the debt. Now what is necessary to be done in order to accomplish the desired result in connection with these improvements? That brings us to that section which should be read most carefully.

Sec 64. Any street may be graded, flagged, macadamized, paved curbed, guttered or otherwise improved as hereinbefore provided, in the following manner: On the petition to the Council in writing of the owners of one-third of the lands fronting on the street proposed to be improved, the Council shall direct the clerk to advertise such petition for two weeks, with a notice that objections may be filed with him and designating the time and place, when and where the Council will consider such objection; the clerk shall serve the same notice on the owners of property affected; if upon the consideration of such objections it appears that the owners of a majority of the land fronting on such proposed improvements have objected thereto such improvements shall not be made; but if owners as aforesaid have not objected the Council may in its discretion pass an ordinance providing for such improvement; the Council may advertise for proposals for work and materials and may award contracts to the lowest responsible bidder or may reject all bids.

Sec. 65. Provides that sewers may be constructed by proceedings similar in all respects to those described in the preceding section.

The matter that is now engrossing the attention of our people particularly is how can our roads be improved. A good beginning has been made, but it is too slow. The present generation will be old men before any good can be accomplished unless some other plan is adopted.

The plan under the incorporation makes the private residents on each street pay for their own improvements, the Council being authorized to raise money only for necessary repairs.

There was a law passed last winter which Belleville has just adopted, under which she has issued $50,000 of bonds. That we can avail ourselves of whether we are incorporated or not. In my next article I will quote this law and also just what Bloomfield needs to do at once on her streets, how she can do it, what it will cost, and how much of bonding it will take to give us what we need.

PROGRESS

Bloomfield, N. J., Jan. 30, 1889.

What the Fire Department Most Needs.

To The Citizen:

When a man (or a Fire Department) has many needs and few dollars what does he do? Does he not expend what he has in relieving his most pressing necessities? I grant that a hose company on Linden avenue would be a good thing, for that locality, but can the Township Committee look at it with the eyes of a resident or property owner in that section?

They cannot.

They must meet the requests of various localities and then, with proper regard for all interests, do what is best, in their judgment, for the township.

Whenever it is apparent that the *greatest* need of the department is another hose company, the Town Committee should recommend it, and if possible organize and equip it. Glen Ridge is now covered by Phenix Hose Company in a better manner as regards location than it would be by a company located on Linden avenue.

The ability of the present department to protect Glen Ridge was well demonstrated at the fire on Clark street, on one of the worst days for the spread of fire ever seen.

What is the greatest need to day?

Next to the electric alarm comes hose *and its proper care.* The amount of hose in the department, in good condition, according to the report of the Chief Engineer, is about 2,500 feet.

The hose is of woven cotton lined with rubber, and its strength and serviceable quality is according to the condition of the cover.

Hose requires great care, without which it soon becomes rotten and (when it cannot be depended upon to stand the pressure of the water) worse than useless.

Much hose has been lost by inability to give it the care demanded. Good hose, properly cleaned and dried will last a long time.

Every company needs a *double* outfit of hose.

After a fire, a hose company should return at once to its house and put on its dry hose, and is again ready for service. The wet hose should be taken up by a man, under orders of the chief, taken to the drying station, properly cleaned and dried and then returned to the company to which it belongs.

As soon as possible each hose company should have means of drying its hose, but one such place should be provided at once. The serviceable hose now on hand gives each company about 800 feet, just enough for one outfit.

We need at the present time 2,000 feet of hose to properly equip existing companies.

The communications sent by the writer are not written in a spirit of opposition to the organization of a new company, but from a firm belief in the policy of putting the present department in a thoroughly equipped condition before enlarging it.

With such a department, owners of land in *all* sections of the town will be induced, as stated by correspondents in your last issue, "to build because assured of protection against fire for their houses, and the more property upon which taxes are collected the less will be the rate of taxation."

BADGE No. 1, B. F. D.

The Morris Canal.

The Jersey City *Journal* says: "At the late meeting of the Lehigh Valley Railroad Company, an intimation was given that the railroad company would soon be relieved from the fixed charges imposed by the lease of the Morris Canal.

Enquiry at the office of the canal company's agent in this city, failed to elicit any definite information, except that the canal did a good deal of business last year, and orders have been issued for the usual repairs to locks and stations. It is a very expensive canal to maintain on account of the number of locks and high levels in its profile. There are no officials, either in this city or New York, who are authorized or able to make any definite statement about the canal. The Superintendent's office is in Philipsburg, N. J., and all information must be sought there. All indications along the line of the canal point to a continuance of business but there is nothing going on that could not be abandoned at once.

The Morris Canal once did a large business, but for years the volume has been dwindling as the railroad companies in competition with it improved their plant, lowered their grades and decreased their charges for transportation.

The last Legislature passed a bill authorizing the company to abandon the canal for purposes of navigation at any time after last May, and at this session a bill has been introduced to repeal that act. If this bill becomes a law at this session the matter will become very much complicated, but it is not likely that the company will wait until that time to effect an abandonment of the canal."

Bill Brazelton's Death.

A gentleman from Tucson, A. T., in the lobby of the National hotel, spoke of one of the desperadoes of his town:

"I want to tell you that the first and greatest lone highwayman in this country lived in Tucson, and his name was Bill Brazelton. It has now been seven or eight years since he was killed. While he lived he was the terror of southern Arizona, and he did all of his work single handed. He used to work in a livery stable in Tucson. He was a young fellow who did not say much, but was all the time practicing with his revolver when he was not at his work. He was the most active, powerful young man I ever saw.

"He got so he could turn a somersault with his pistol in his hand, and as he came up hit a half dollar every time, twenty-five yards away. He could shoot in every position, whether standing, running or riding, and every time he 'plumped' the bull's eye. Suddenly he left town, and it was not long till we heard of his robbing stages all alone. He had nerves of steel, and did not seem to be afraid of anybody or anything. The greatest efforts were made to capture him, but he eluded all of his pursuers. He seemed to be here, there and everywhere at the same time.

"Finally it was suspected that a hostler working in the stable where Brazelton had been employed knew something of him. He was taken out on the edge of town and hung up till he was almost dead, when he agreed to confess, on condition that Brazelton should be shot outright, as he would kill any man who betrayed his secret at the first opportunity. The hostler said he was to go out to meet Brazelton that very night and take him something to eat. He was to wait behind a log in a certain piece of woods.

"A party of six well armed men took the hostler and went with him to the place of rendezvous. They all lay down behind the log and waited for Brazelton. By and by he rode out of a thicket into an open space and came slowly toward the unsuspected ambush. He carried his pistol in his hand, as if suspecting that things were not all right. When in thirty yards of the log the whole party rose and fired, killing both horse and rider in an instant. It was one of the most dramatic incidents that ever occurred about Tucson in those troublesome days. Brazelton's body was riddled with balls. He was brought to town and the next morning he was propped up against an adobe wall and had his photograph taken, and the local photographer has today in his showcase a ghastly illustration of the triumph of his art."—Washington Post.

Safer Than the Stairs.

"The elevators of this town carry nearly a million people up and down every day but Sunday," said N. P. Otis, the elevator manufacturer, yesterday.

"Yes," he added, "everybody takes the elevator now, because it is safer to ride than climb the stairs. It's strange to say, but, nevertheless, it is a fact, that the number of accidents in elevators is very small in comparison with those that are caused by falling down stairs. This is because the modern passenger elevator has almost reached perfection now."

Speed and simplicity of structure are the most desirable qualities of the passenger elevator, and these are both found in the hoisting machines in common use in the big office buildings down town and in the high apartment houses near Central park. They are nearly all run by water power, or what is termed hydraulic pressure, as that is less complicated than steam.

A water tank is located either on the roof or in the cellar, and supplies the power to run the elevator. In the Potter building the tank is on the roof and holds 6,000 gallons of water, which furnishes power enough to run the elevators. Mr. Frank R. Gallaher explained to a Star reporter yesterday the various improvements made in hoisting machines during the last ten years. The speed had been increased, he said, from 100 to 500 feet per minute, and instead of the big, lumbering vehicle that used to be called a "sleeping car," there was now a small apartment, handy and well equipped for swift passage. He said that the old system of hoisting by horse power was dangerous, because it was not possible to always keep the ropes and pulleys in perfect order. He thought that people did not fully appreciate what a boon the improved elevator was, with its rapid movement and perfect safety. —New York Star.

A Submerged City.

Lough Neagh, Antrim, enjoys a celebrity for a marvel that both historian and poet have commemorated—that of flowing over a submerged city. Caxton thus records the fact, if such it be, though to the judgment of sober reason it will seem but a legend, which we give, merely modernizing the orthography: "There is a lake in Ulster and much fish therein. The river Bann runneth out of the lake into the North ocean, and men say that this lake began in this manner: There were men in this country that were of evil living. And there was a well in the land of great reverence of old time and always covered; and if it were left uncovered the whole would rise and drown all the land. And so it happened that a woman went to the well for to fetch water and hied her fast to her child that wept in the cradle, and left the well uncovered; then the well springed so fastly it drowned the woman and her child and made all the country a lake and fish pond. For to prove this it is a great argument that when the weather is clear fishers of the water see in the ground under the water round towers and high shapen steeples and churches of the land." This tradition is mentioned by Giraldus Cambrensis. Who knows not with what exquisite pathos and poetic skill Moore has used this legend in one of his sweetest songs, "On Lough Neagh Banks as the Fisherman Strays."—Our Own Country.

BLOOMFIELD SAVINGS INSTITUTION.

Annual Report to the Legislature as required by law, of the affairs and condition of the Bloomfield Savings Institution, January 1, 1889.

ASSETS.

Bonds and Mortgages	$90,500.00
U. S. Bonds (market value)	19,500.00
Interest due and accrued	2,480.75
Cash on Hand and in Bank	16,928.85
	$129,409.60

LIABILITIES.

Due Depositors including Interest to date	$117,899.94
Surplus	$11,509.66

Interest is credited to depositors on the first day of January and July in each year for the three and six months then ending. Deposits made on or before the first business day in January, April, July and October, bear interest from the first day of the month. All interest when credited at once becomes principal and bears interest accordingly.

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RAILWAY TIME TABLES.

DEL. LACK. & WESTERN RAILROAD.
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TO NEW YORK.

Leave Glenridge—6.06, 6.52, 7.17, 7.54, 8.30, 9.17, 10.03, 11.07, a.m., 12.43, 1.43, 3.33, 4.42, 5.22, 5.48, 6.13, 6.40, 8.18, 9.38, 11.08 p. m. 12.43 a.m.

Leave Bloomfield—6.08, 6.54, 7.19, 7.56, *8.32, 9.19, 10.35, 11.39, a m. 12.46, 1.45, 3.35, 4.44, 5.24, 5.50, 6.15 6.42, 8.20, 9.40, 11.10; p m, 12.4 a m.

Leave Watsessing—6.10, 6.56, 7.21, 7.58, 9.21, 10.38, 11.41 a.m. 12.49, 1.48, 3.38, 4.46, 5.27, 5.53, 6.18, 6 40, 8.23, 9.43, 11.12 p.m., 12.47 a.m.

* Does not stop at Newark.

FROM NEW YORK.

Leave Barclay Street—6.30, 7.20, 8.10, 9.30, 10.30 11.30 a m, 12.30, 2.10, 3.40, 4.29, 4.40, 5.10, 5.30, 6.20, 7.00, 8.30, 11.00, 11.30 p m.

Leave Newark for Bloomfield—6.20, 6.45, 7.15, 7.55, 8.43, 10 03, 11.03, a m, 12 03, 1.03, 2.44, 4.13, 5.13, 5 46, 6.05, 6.53, 7.40, 9.03, 10.38 p m, 12.08 a m.

N. Y. & GREENWOOD LAKE R. R.

TO NEW YORK.

Leave Bloomfield—5.34, 6.45, 7.23, 7.52, 8.23, 8.57, 10.28, a. m., 1.43, 3.21, 4.02, 6.36, 7.25, 11.30 p.m.

FROM NEW YORK.

Leave Chambers Street—6.00, 8.20, 9.00, a.m., 12, m., 1.45, 3.40, 4.20, 4.30, 5.10, 5.40, 6.20, 7.00, 8.00, 10.00 p m., 12 midnight.

Sunday Trains from New York, 9.00 AM. and 8.00 P M.

Sunday Trains to New York, leave Bloomfield at 7.55 A M., and 7.22 P M.

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NEWARK, N. J., AUGUST 20, 1888.

ESTATE OF SOPHIA POWLESON, DECEASED.

Pursuant to the order of JOSEPH L. MUNN, Surrogate of the County of Essex, this day made, on the application of the undersigned, Administrator of said deceased, notice is hereby given to the creditors of said deceased to exhibit to the subscriber under oath or affirmation their claims and demands against the estate of said deceased within nine months from this date, or they will be forever barred from prosecuting or recovering the same against the subscriber.

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ACKNOWLEDGMENTS, ETC., TAKEN.

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Additions Credited	4,254.00
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Total Premium Paid,	$1,899.30
Value as a Claim in excess of Premium,	$6,354.70

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